

**FREDERICK COUNTY PLANNING COMMISSION**  
**Meeting Minutes**  
**March 17, 2010**

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**Commission Members Present:**

Joseph Brown III

Richard Floyd

Catherine Forrence, Chair

Robert White, Vice Chair

Audrey Wolfe

**Commission Members Absent:**

Kai Hagen, BoCC Liaison

John McClurkin, Secretary

**Planning Staff Present:**

Jim Gugel, Chief Planner

John Thomas, Principal Transportation Planner

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**9:30 A.M.**

**MORNING SESSION**

CHAIR FORRENCE BROUGHT THE MEETING TO ORDER AT 9:30 A.M.

**PLANNING COMMISSION COMMENTS**

Chair Forrence remarked she had concerns with last week's applicant – Wachter's Watch. She felt they should have offered Staff more time to discuss Ag Clustering to determine if it was 1). An acceptable site plan, and 2). To determine what the applicants' rights were.

Commissioner White expressed that they needed a written statement from the Zoning Administrator.

**MOTION:** Commissioner White made a motion to reconsider the Wachter's Watch Plan.

**White / 2<sup>nd</sup> Wolfe (Motion Withdrawn)**

**MOTION:** Commissioner White made a motion to rescind the vote from last week's meeting.

**White / 2<sup>nd</sup> Wolfe – Approved 3-1-1-2**

**Yea - 3 (Forrence, White, Wolfe), Nay - 1 (Floyd), Abstain - 1 (Brown), Absent - 2 (Hagen, McClurkin)**

**MOTION:** Commissioner White made a motion for an up to 60-Day continuance to give the applicant more time and to get a written statement from the Zoning Administrator.

**White / 2<sup>nd</sup> Wolfe – Approved 3-0-2-2**

**Yea - 3 (Floyd, White, Wolfe), Nay - 0, Recusing - 1 (Brown), Abstain - 1 (Forrence),  
Absent - 2 (Hagen, McClurkin)**

**AGENCY COMMENTS/AGENDA BRIEFING**

Jim Gugel invited the Planning Commission to attend the Board of County Commissioners (BoCC) meeting for the adoption of the Countywide Comprehensive Plan, as part of the Growth Management Initiatives, scheduled for March 25, 2010 at 1:30 p.m. He commented on the significant role of the Planning Commission in the process and the desire of the BoCC to recognize their contribution.

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PLEASE NOTE BOTH AUDIO AND VIDEO ARE AVAILABLE UPON REQUEST.

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#### **MEETING MINUTES**

- a. **February 24, 2010 – Approved** pending minor changes being made.

**White / 2<sup>nd</sup> Floyd – Approved 5-0-0-2**

**Yea-5 (Brown, Floyd, Forrence, White, Wolfe), Nay-0, Abstain – 0, Absent – 2 (Hagen, McClurkin)**

#### **ANNUAL TRANSPORTATION PRIORITIES REVIEW**

- a. **Review the Annual Transportation Priorities Review which includes highway, transit, and bicycle/pedestrian facility projects and recommend priorities to the Board of County Commissioners.**

John Thomas provided a summarization of the report along with Powerpoint presentation and requested recommendations from the Planning Commission. He stated recommendations received will be included when the review report is presented to the BoCC on April 29, 2010. The BoCC will then forward the final transportation priorities to the Maryland Department of Transportation (MDOT) in May. As part of the review, Mr. Thomas stated MDOT had requested the Planning Commission provide what they consider to be priority of the overall priorities list.

**MOTION:** Mr. White made a motion to recommend to the Board of County Commissioners (BoCC) that they approve the Annual Transportation Priorities Review & Summary of Transportation Priorities.

**White / 2<sup>nd</sup> Brown – Approved 5-0-0-2**

**Yea - 5 (Brown, Floyd, Forrence, White, Wolfe), Nay – 0, Abstain – 0, Absent – 2 (Hagen, McClurkin)**

**MOTION:** Mr. White made a second motion to include the following recommendations with the transmittal of the priorities to the BoCC:

- Recommend the inclusion of an overall highway priorities listing as follows: #1 - MD 85 Phase I; #2 - US 15 at Monocacy Blvd Interchange. Other overall priorities considered but not recommended included I-70 Phase 4 and Meadow Road at I-70 Interchange.
- Consider moving the request for provision of additional commuter bus services ahead of additional MARC rail service in the Regional Transit Priorities.
- Consider the following changes to the State Highway Safety, Travel Demand Management, & System Preservation Projects Section: Delete US 15 at Hayward Road Interim improvements since this project has been funded; Move Park & Ride Requests to Regional Transit Section; move US 15 (south of US 340) safety and feasibility study to #1 request; add new #2 priority of Consideration for Truck Studies focused on growth areas in Frederick County that would address the following issues: Application of virtual weigh station and related ITS technologies; truck freight carrier safety; truck freight carrier traffic impacts review/mitigation.

**White / 2<sup>nd</sup> Brown – Approved 5-0-0-2**

**Yea - 5 (Brown, Floyd, Forrence, White, Wolfe), Nay – 0, Abstain – 0, Absent – 2 (Hagen, McClurkin)**

#### **TRANSIT FRIENDLY DESIGN GUIDELINES (Informational item)**

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**a. MD 85 TRANSPORTATION- Recent Updates which were revised and reprinted in March, 2009**

Sherry Burford and Carrie Anderson-Watters from Frederick County Transit conducted the presentation.

Ms. Burford commented that the name was changed from Transit Oriented to Transit Friendly to reflect the goal of encouragement of development that is occurring or that is in the current or perspective transit service area to be designed with the public transit and the people who use it in mind. The document was prepared by Transit, County and City staff in cooperation with the Transit Services Advisory Council. She stated the design guideline elements benefit the entire community by improving access commercial and residential development, improving mobility by increasing transportation alternatives, which includes walking and biking as well as Transit, and improving land use.

Ms. Anderson-Watters provided a summarization of the updated Transit Friendly Design Guidelines. In the presentation, Ms. Anderson-Watters defined Transit Friendly Design as an integration of elements of land use and transportation planning to promote higher density, mixed use development in an interconnected street network that is safe, accessible and convenient for all users including pedestrians of all ages and abilities, cyclists, motorists, and Transit vehicles. This update was prepared through research of Transit friendly design, Transit Oriented design, Pedestrian friendly design, walkable communities, livable communities, sustainable communities, live and work communities, traditional neighborhood design and complete streets all with the goal of ensuring all current planning concepts were considered so the guides reflected current trends in land use and transportation planning. It includes implementation strategies, a status report, and an action plan. Transit is encouraging the incorporation of Transit Friendly Design into City and County revised Zoning Ordinances and Land Management codes, Subdivision Regulations and Design manuals and to encourage the inclusion of public transportation improvements in the Adequate Public Facilities (APFO) Ordinances.

There was discussion among the Commission regarding current development review practices and pros and cons of the incorporation the Transit Friendly Design guidelines into the APFO requirements.

*BREAK AT 10:52 A.M.*  
*MEETING RESUMED AT 10:58 A.M.*

**TRANSPORTATION ORIENTED DESIGN STUDY REPORT (Informational item)**

**a. Presentation on the final report prepared as part of the MWCOG funded MD 355/MD 85 Transportation Land Use Connections project.**

John Thomas provided a summarization of the report along with Powerpoint presentation. He stated this project was funded by the Metropolitan Washington Council of Governments' (MWCOG) program called the Transportation Land Use Connections Program in which consultant and technical assistance is awarded to member jurisdictions for Transportation and Land use studies. Frederick County worked with Parsons Brinckerhoff Consultants. The purpose of the study was to look at both short term bicycle, pedestrian, vehicle, and transit access improvements in MD 355/MD 85 corridors with respect to safety and connectivity and long term land use projects. Mr. Thomas stated that although the report is titled "final", it is not the final plan intended for the corridor and that Staff considers MD 355/MD 85 a top priority for additional planning. Staff

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along with the consultants used the study and as a data gathering and public outreach tool, providing public information and interaction with a web site and interactive mapping application, conducting community workshops and surveys at the MD 355 MARC station and the Francis Scott Key (FSK) Mall, acquiring data regarding frequency of use of the MARC Train and the various Transit services, and desires and opinions of the public related to transportation needs. Mr. Thomas provided percentage figures as to their survey results and well as the benefits of Transportation Oriented Development (TOD).

Mr. Gugel added that ultimately a larger study area, up through I-70 and I-270, beyond the MD 355/MD 85 corridor identified in this study, will be looked at in future corridor plans and urged the Planning Commission to recognize that it will be a long process to fully implement everything that is associated with TOD. He also mentioned some potential issues with some businesses and property owners in the area, one of which is Genstar, who has not expressed much interest in the potential visions for the area that would infringe on their ability to expand their quarry use. Mr. Gugel emphasized that a more concerted effort to get the property owners involved in the process needed in terms of education of what TOD means, what the concept of redevelopment means, what it could look like, and how it would benefit the area.

Mr. Thomas stated the completed report includes recommendations for improvements, cost estimates and an implementation plan with recommended timeframes. The recommendations given by the consultants included having improving bicycle and pedestrian Mixed Use and additional transportation links with additional east/west connections between 85 and 355. Mr. Thomas concluded the presentation stating the report and information will be shared and in some cases has already been shared with the Maryland Transit Administration (MTA), State Highway, Transit, and the FSK Mall as a starting point for expanding on these implementations.

**BEING NO FURTHER BUSINESS, THE MEETING ADJOURNED AT 11:41 A.M.**

Respectfully Submitted,

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Catherine Forrence, Chair

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